may say self-government or Municipal life, is split up into two parties, each of which is hurling anathemas at the heads of the other. I leave it at that for the moment.

8. The diversion of the Kayankulam canal from the Govindamuttam lake, the investigation of irrigational and navigational facilities and the extension of the lane from Putiyedam to Govindamuttam are all matters which will receive consideration in due course.

121. Needs of the Kayankulam town.

MR. N. SIDDICK SAIT (*Member, Nominated*) said that Kayankulam was historically and commercially a very important town. There was very little of road communication and the large volume of trade was carried along backwaters and canals. There was the possibility of the trade developing if Kayankulam was made the junction in the proposed coast railway.

The necessity for a canal from Govindamuttam to Kayankulam backwater so as to effect a short cut to Alleppey had been pressed on the attention of the Government on more than one session of the Assembly, but nothing had been done in the matter. The canal would be so useful that it was necessary to call for an estimate for the work immediately and the necessary provision made in the next year's budget.

The bazaar road and the road from the English School to the Iron Bridge were every insanitary during the rains for want of suitable drains. The roads should be metalled and masonry drains should be constructed on either side of the roads as early as possible.

The provision of a separate hospital for the treatment of lepers was an urgent necessity. The hospital should be located beyond the town limits.

The Member agreed with Mr. P. K. Joseph in the matter of raising the dispensary at Kayankulam into a District Hospital and requested that the suggestion might be carried out early.

The important route from the Iron Bridge to the fish market was the pathway along the northern bank of the canal. It had become very narrow due to the constant erosion of the bank of the canal during the rains. A strip of land on that side of the canal should be acquired and a road constructed. The length of the road would only be about 300 feet. The road should also be protected by parapet walls.

The sub-registrar's office was held in the *satram*. The travelling public had no rest house in the town. The *satram* should be left as such for the use of the public. The sub-registrar's office might be shifted to a new building constructed on the site acquired near the police station or to some rented building.

There were five Munsiffs' courts in Karunagapalli, Kartikapalli, Mavelikara and Kunnattur taluks. The people of these taluks had to go either to Alleppey or to Quilon to prefer appeals or file original suits of more than Rs. 2,000 in value. This was a great hardship. A District Court at Kayankulam should therefore be established.

DEWAN'S REPLY: Mr. Siddick Sait, your representation urging the location of the railway junction at Kayankulam will be remitted to the Railway Engineer for consideration when the detailed survey is conducted.

2. For the rest, I see you covered the same ground as Mr. P. K. Joseph, and therefore, I refer you to the reply I gave him a little while ago.

3. In respect of your representations as regards the sub-registrar's office, which is at present located at the *satram*, there is no suitable building available at Kayankulam to which the sub-registrar's office can be removed, and if and when a new building is ready, I can assure you that the *satram* will be set free.

122. Needs of the Kartikapalli taluk.

MR. V. RAMAKRISHNA PANIKKAR (*Member, Kartikapalli taluk*) observed that Kartikapalli taluk was badly neglected in the matter of road communications, and apart from the grievances of the people on that account, they were

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experiencing other difficulties. With the separation of the Executive from the Judiciary, the Magistrate's court at Haripad was abolished and the criminal jurisdiction over the Kartikapalli taluk was vested in the Kayankulam Magistrate's court which was 16 miles away from the northernmost regions of the taluk and the parties in suits were put to very serious hardship. The work of the Magistrate was also heavy as his jurisdiction extended over 33 *pakuthies*. It was therefore necessary to establish a Magistrate's court at Haripad. Some of the northernmost *pakuthies* of the taluk might with advantage be transferred to the jurisdiction of the Ambalapuzha Magistrate's court. The Member presented a petition from the people of Kartikapalli taluk on the subject of the establishment of a Magistrate's court at Haripad.

The people of Kartikapalli had been clamouring for an English High School for a long time past. What they were praying for was that the departmental English Middle School should be made a High School. That the school was self-supporting was an encouraging sign. Arrangements might therefore be made to meet their request.

The dispensary at Haripad was now housed in a rented building. The number of patients resorting to the institution averaged 200 a day. There was not sufficient accommodation and there was considerable inconvenience to the patients. The Government had acquired about 4 acres of ground on the bank of the Kudilil *todu*. The building necessary for a dispensary could be put up there.

The Mundattumkara canal was of absolute necessity both for irrigation and navigation. It was now blocked up for a length of one furlong, the neighbouring land-owners having encroached upon that portion. If opened, the canal would irrigate several *paras* of paddly land and would also be a shorter route from Kayankulam to Alleppey. The cost of opening would not be considerable if a deviation was made and the channel taken along the *pandarapattam* land in that area.

The Kudilil *todu* was the only means of communication to the interior of Haripad. It was now silted up. It would be a great convenience if it were deepened and connected with the Dhanapadi canal.

The Dhanapadi canal connected the Pampa river with the Kayankulam backwater and passed along the western side of the Haripad town. It was very useful for navigation and required substantial deepening. Parapet walls on the sides should also be constructed so as to prevent the earth being washed into the canal during the rains.

The construction of a metalled road from Kuttamkaita to Haripad would be a boon to the people as it connected the western portions of the Kartikapalli taluk with the Haripad town and when constructed would improve its trade.

The construction of a road from Haripad to Elanjiyil would open up the interior taluks of Tiruvalla and Pattanamtitta and connect them with the coast. So also a road from Haripad to Chengannur *via* Viyapuram. Viyapuram had a good timber depot. The road proposed would be a short-cut between Chengannur and Haripad. The Member requested that these roads might be constructed without delay.

The Kartikapalli-Kayankulam road required metalling. It was necessary also to construct a road from Kanakakkunnu to Pattiyur to cross the Kartikapalli-Kayankulam road. These works would be of immense use to the ryots of Chingoli, Mutukulam, Kantallur and Keerikad *pakuthies* in carrying manure, etc.

DEWAN'S REPLY: Mr. Ramakrishna Panikkar, in the matter of the Magistrate's court which you want at Haripad, I may point out that the Kayankulam Magistrate's court under whose jurisdiction the whole of Kartikapalli taluk falls is nowhere more than 14 miles distant. So, it cannot be said that it is a great hardship to the people to be under the criminal jurisdiction of the Kayankulam Magistrate. But, it has been said that some of your northernmost *pakuthies* may be attached to the Ambalapuzha Magistrate's jurisdiction. I will have this point examined.

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2. In the matter of the High School at Haripad, I shall have the question considered though it is quite possible that the Nair Service Society English Middle School at Karuvetta, three miles from Haripad, may soon develop into a High School. All the same, I shall have your representation given due consideration.

3. In regard to the dispensary, we have received no proposal from the Administrative Boad, Medical Services, and I shall have what you say brought to their notice and ask them to submit their views in the matter to the Government for consideration.

4. Then, we come to Mundattunkara canal. You brought up this subject at the eighteenth session and then said that the people would be very glad to cut the canal. Now it happens that the people will not pay for the land if the Government acquired it. Unless we know that people are going to co-operate substantially in the matter and make the whole project inexpensive, it must stand over indefinitely.

5. As regards the deepening of the Dhanapadi canal, there is a sanctioned estimate for Rs. 81,000. The Chief Engineer says that this estimate was prepared at a time when prices were much higher than they are now. I will have a new estimate called for; but if it is very expensive, it cannot be undertaken at present; and you will have to wait until we have plenty of money to spend upon it.

6. All your other representations will receive consideration in due course.

123. Needs of the Kartikapalli taluk.

MR. P. M. THOMAS (*Member, Municipal Council, Haripad*) said that a Magistrate's court at Haripad was one of the important needs of Kartikapalli taluk. There was a Magistrate's court there a few years ago, and the importance of the taluk in every respect demanded that there should be one. The Kayankulam Magistrate's Court was sixteen miles away and means of communication were few and far between. There was considerable congestion in the Kayankulam Magistrate's court and relief was necessary. On all these grounds, the establishment of a Magistrate's court at Haripad was a real necessity.

Secondly, the Dhanapadi canal had to be widened and deepened. The Government had acquired the necessary lands for widening the canal as far back as 1070. The canal was one of the most important routes and needed immediate improvement. If it was not feasible immediately to widen it, it should at least be deepened. The earth from the canal might be used for the road on the left bank of the canal which also needed improvement. It would be necessary to construct parapet walls to prevent earth being washed down into the canal during the rains.

Thirdly, the Trikkunnapuzha road, and the Mutukulam road had to be improved and made fit for traffic. In regard to the former, a major portion had been metalled, but the difficult section of the road was still in the same bad way as before. This needed immediate attention. The latter road was full of dust in the dry season and slushy during the rains. It badly required metalling. A bridge was being constructed on the Trikkunnapuzha road near the Pulikizh landing. The bridge was designed to be too low for canoes to pass under. Orders should be issued to have the bridge constructed sufficiently high.

Lastly, the V. M. Girls' School at Kartikapalli was conducted in a building rented for Rs. 30 a month. It could hardly accommodate 200, but there were more than 300 students. The temporary sheds put up were in a dilapidated condition and the Overseer of the Public Works Department had remarked in 1097 that it was not safe to conduct the school there. And, in view of the fact that students from villages within sixteen square miles gathered in that school, a permanent school building should be constructed without delay.

DEWAN'S REPLY: Mr. Thomas, I have already replied to all the points taken in your representation except the last. In regard to the Girls' School at Kartikapalli, as long ago as December 1922 or the beginning of 1923, the Government promised a substantial contribution to a committee of citizens who undertook to build a school house for the girls at a substantial cost. Many years have rolled by since then. The Government are still waiting to hear that the committee has put up that building so that they may be in a position to make the contribution straightaway.

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